



Turbofan Engine Core Compartment Vent Aerodynamic Configuration Development Methodology

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Reprint from
NASA/CP—98-208527, Seals/Secondary Flows Workshop 1997
a conference held at
Cleveland, Ohio, October 16-17, 1997

TURBOFAN ENGINE CORE COMPARTMENT VENT AERODYNAMIC CONFIGURATION DEVELOPMENT METHODOLOGY

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ABSTRACT

This paper presents an overview of the design methodology used in the development of the aerodynamic configuration of the nacelle core compartment vent for a typical Boeing commercial airplane together with design challenges and recommended process improvements for future design efforts.

Core compartment vents exhaust engine subsystem flows from the space contained between the engine case and the nacelle of an airplane propulsion system. These subsystem flows typically consist of precooler, oil cooler, turbine case cooling, component cooling and nacelle leakage air.

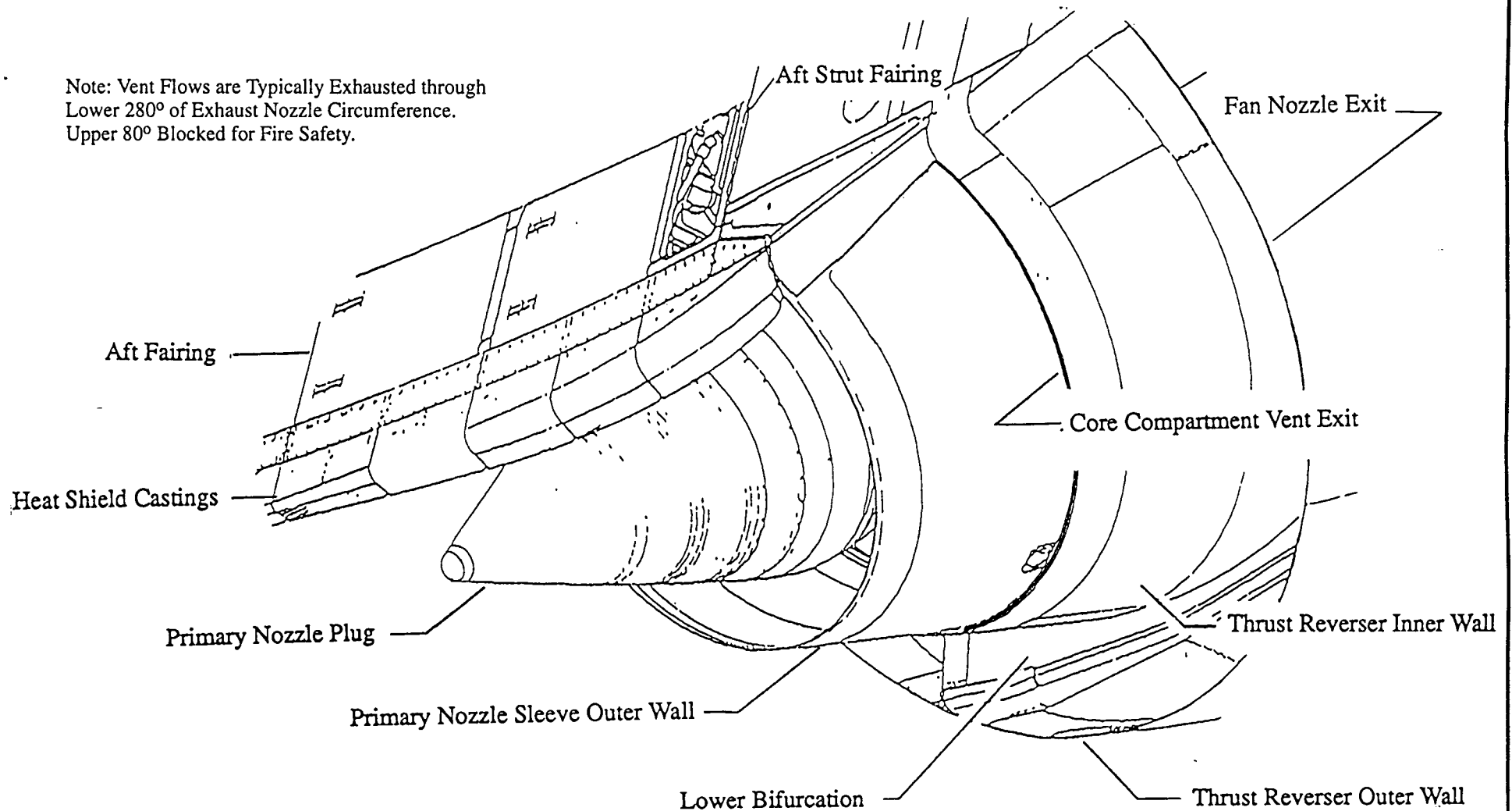
The design of core compartment vents is challenging due to stringent design requirements, mass flow sensitivity of the system to small changes in vent exit pressure ratio, and the need to maximize overall exhaust system performance at cruise conditions. Typically, the vent is located on the core cowl afterbody and is sized for maximum flow rate which occurs at an icing heavy hold condition. This condition differs considerably from cruise - where thrust recovery is the objective. The afterbody pressure distribution and vent back pressure vary widely between these two conditions and must be well understood to develop a good integrated core compartment vent design.

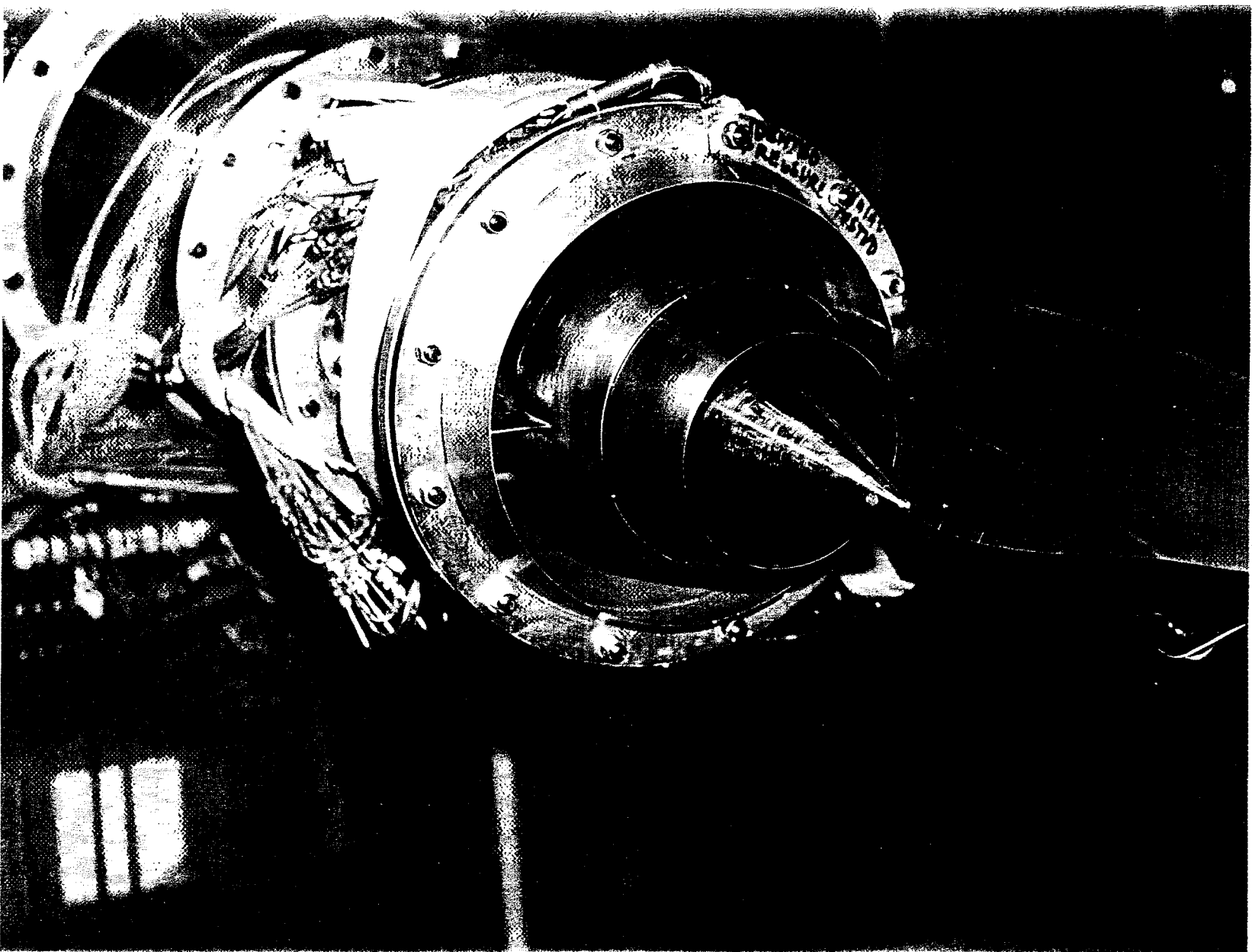
Presentation Topics

- Typical Core Compartment Vent Geometry / Purpose.
- Core Compartment Vent Design Requirements / Objectives.
- Core Compartment Vent Design Methodology.
- Conclusions.

Typical Exhaust Nozzle / Core Compartment Vent Geometry

Note: Vent Flows are Typically Exhausted through
Lower 280° of Exhaust Nozzle Circumference.
Upper 80° Blocked for Fire Safety.



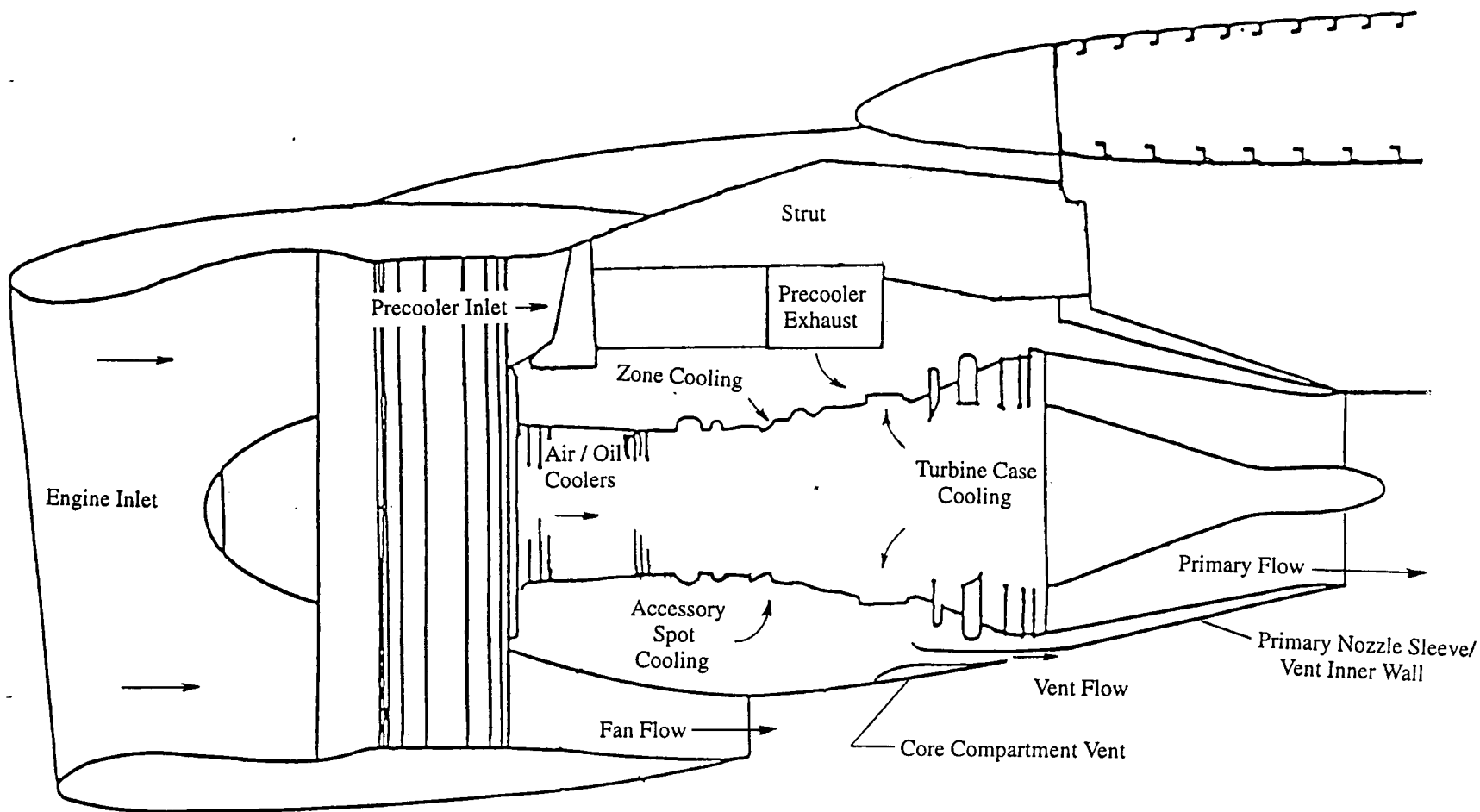


Purpose of Core Compartment Vent

- The Core Compartment Vent Exhausts Engine Subsystem Flows.
 - Precooler Exhaust.
 - Turbine Case Cooling.
 - Engine External Component Cooling.
 - General Zone Cooling.
 - Engine and Gearbox Oil Cooling.

Turbofan Engine Core Compartment Vent Aerodynamic Configuration Development Methodology

Typical Engine Subsystem Flows



Design Requirements and Objectives
(Vent Sizing Condition)

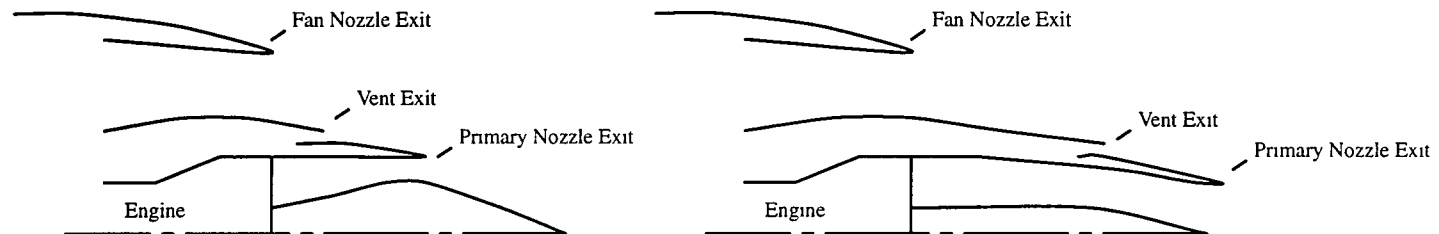
- The Core Compartment Vent is Designed in Collaboration with the Engine Company.
- The Core Compartment Vent is Sized for the Airplane Operating Condition with the Greatest Single Engine Bleed Demand / Vent Exhaust Flow.
- Typically a Single Engine Bleed, Hot Day Icing Heavy Hold Condition.
 - 22,000 Feet Altitude, ISA+15 °F, 0.6+ Mach, Engine Part Power.
 - Fan Flow is Subsonic.
- Maximize Core Compartment Total Pressure – Typical Limit ~ 1.3 psig.
 - Results in Smallest Vent Area.

Design Requirements and Objectives, Continued
(Airplane Cruise Condition)

- The Core Compartment Vent is Designed to Maximize Exhaust System Cruise Performance.
 - Cruise Altitude, 0.8+ Mach, Cruise Engine Power.
 - Fan Flow Supersonic with Expansion / Compression Waves.
- Two to Three Times Less Corrected Vent Flow Rate than Sizing Condition.
- Maximize Core Compartment Total Pressure – Typical Limit ~ 0.8 psig.
 - Maximize Vent Thrust.

Design Requirements and Objectives, Continued
(Vent Exit Location Window)

- Core Compartment Vent Exit Location Window:
- Function of Engine / Nacelle Geometry.
- Distance Between Fan Nozzle and Primary Nozzle Exits and Turbine Exit Flange Location Relative to Primary Nozzle Exit.



Core Compartment Vent Design Methodology
(Analytical Tool Accuracy Requirements)

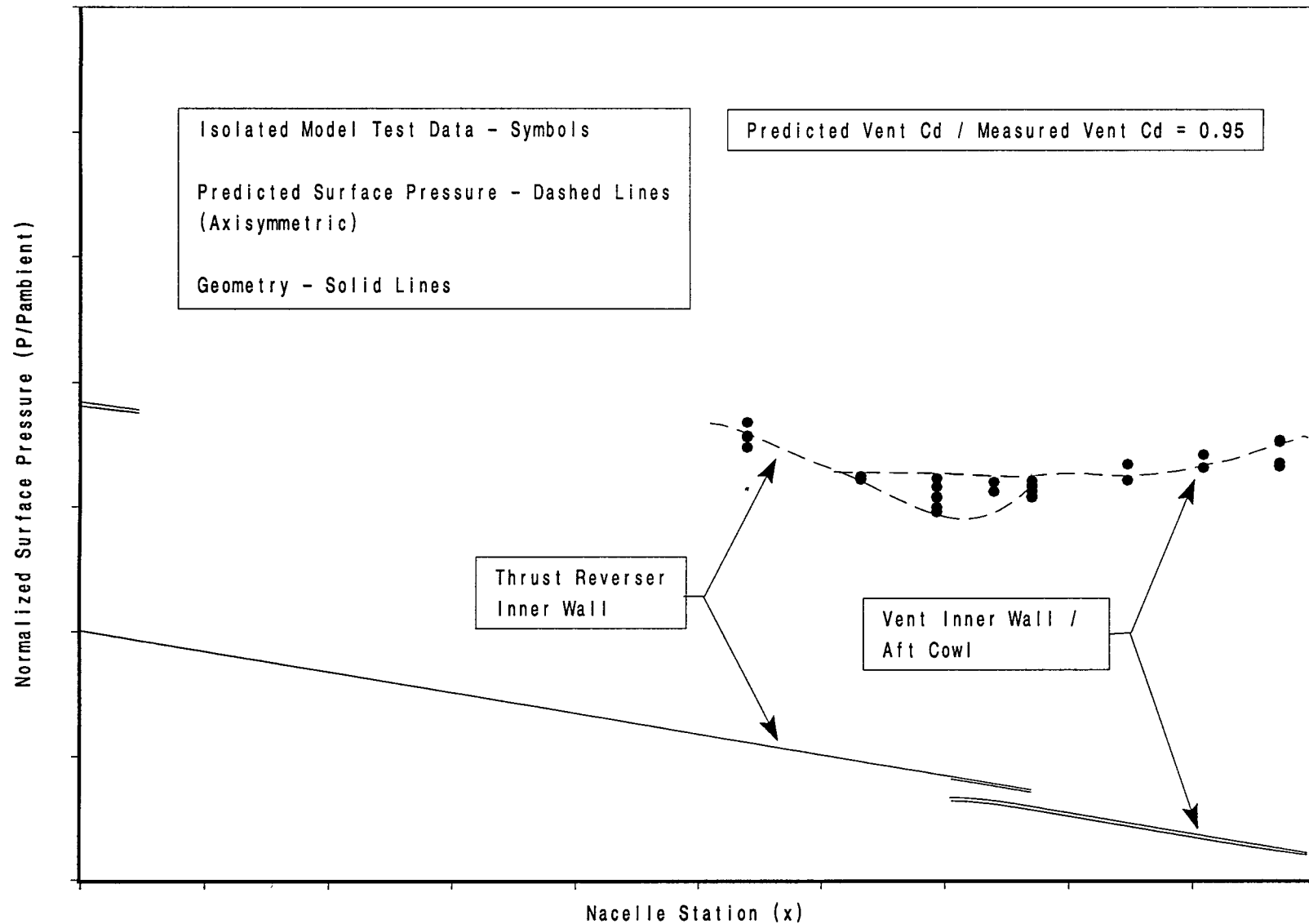
- Computational Fluid Dynamics used to Configure the Core Compartment Vent.
- Good Pressure Prediction Accuracy Required for Vent Mass Flow Prediction Accuracy.
- Vents Operate at Low Pressure Ratios – Mass Flow Sensitive to Variations in Local Pressure Ratio (Influence Factor up to 40:1).
- Local Vent Pressure Ratio is a Function of Fan Nozzle Pressure Ratio, Vent Pressure, Airplane Mach Number and External Pressure Influences of the Wing / Strut.

Core Compartment Vent Design Methodology
(Analysis Tool / Modeling / Accuracy)

- Navier–Stokes Code PARC2D used Primarily.
- Analyze / Design Isolated Axisymmetric Vent Geometry.
 - Most Accurate / Time Effective Technology Available.
 - Vent Exit Comprises ~ 280° of Exhaust Nozzle Circumference.
 - Good Agreement with Isolated Model Test Pressure / Vent Mass Flow.
 - Configurations Produce Positive Thrust at Cruise.

Turbofan Engine Core Compartment Vent Aerodynamic Configuration Development Methodology

Pressure Prediction Accuracy
Isolated Model of Vented Exhaust Nozzle
Typical Cruise Condition

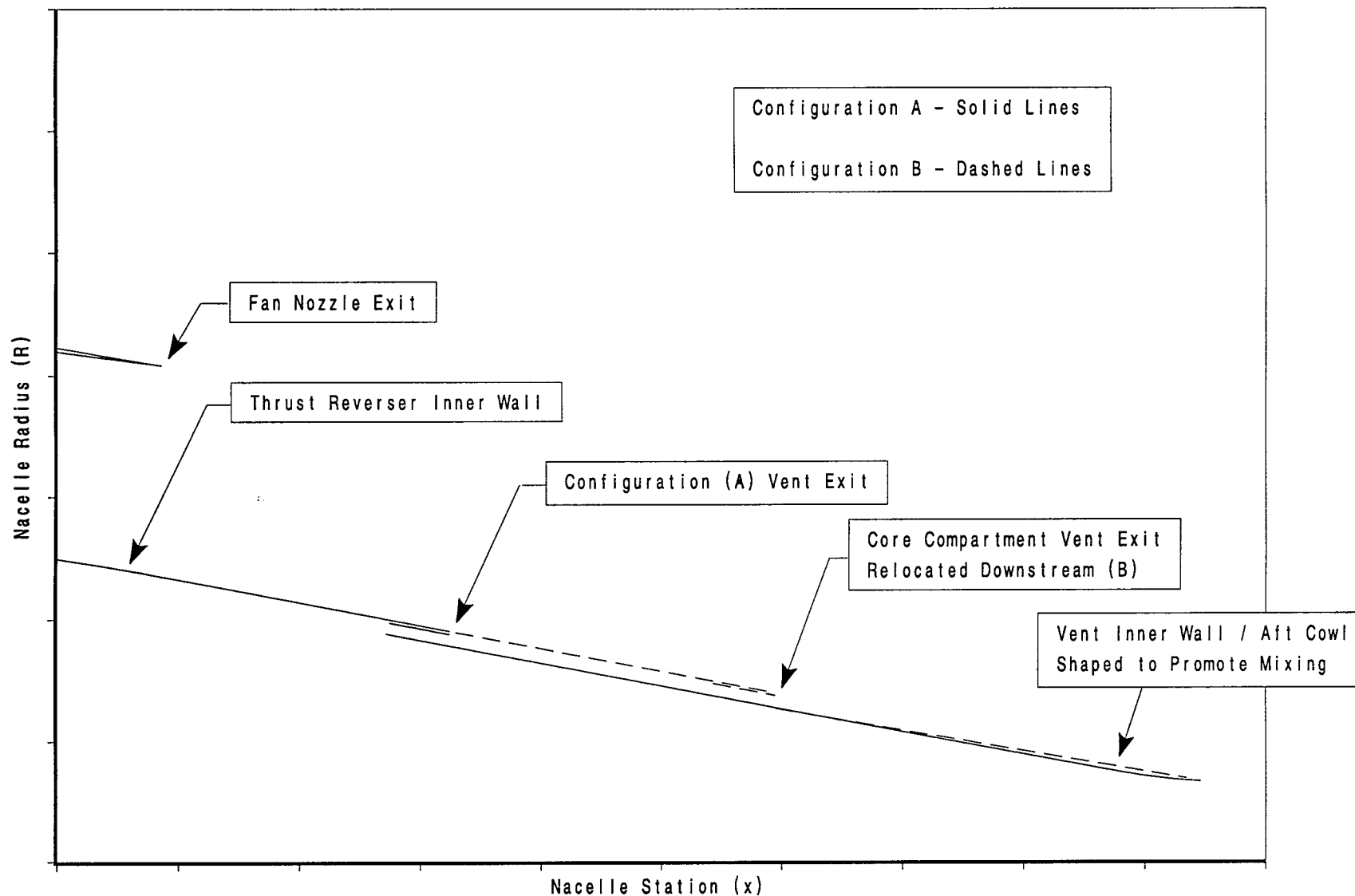


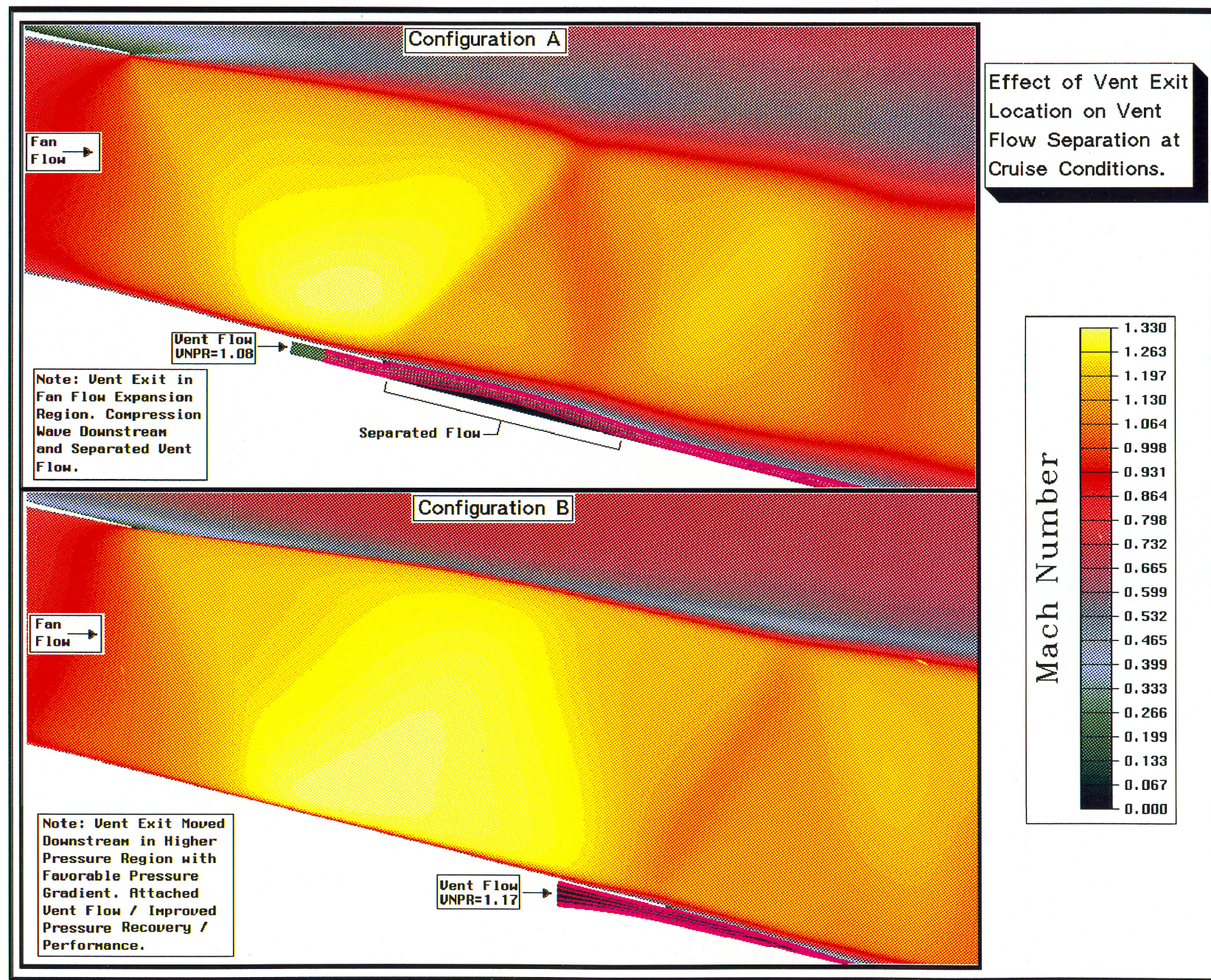
Core Compartment Vent Design Methodology
(Vent Exit Position Objectives)

- Position Vent Exit in Cruise High Pressure Region on Thrust Reverser Inner Wall.
- Maximize Vent Flow Momentum.
- Favorable Cruise Pressure Gradient Downstream of Vent Exit.
- Maximize Nozzle Surface Pressure Recovery / Avoid Vent Flow Separation.

Turbofan Engine Core Compartment Vent Aerodynamic Configuration Development Methodology

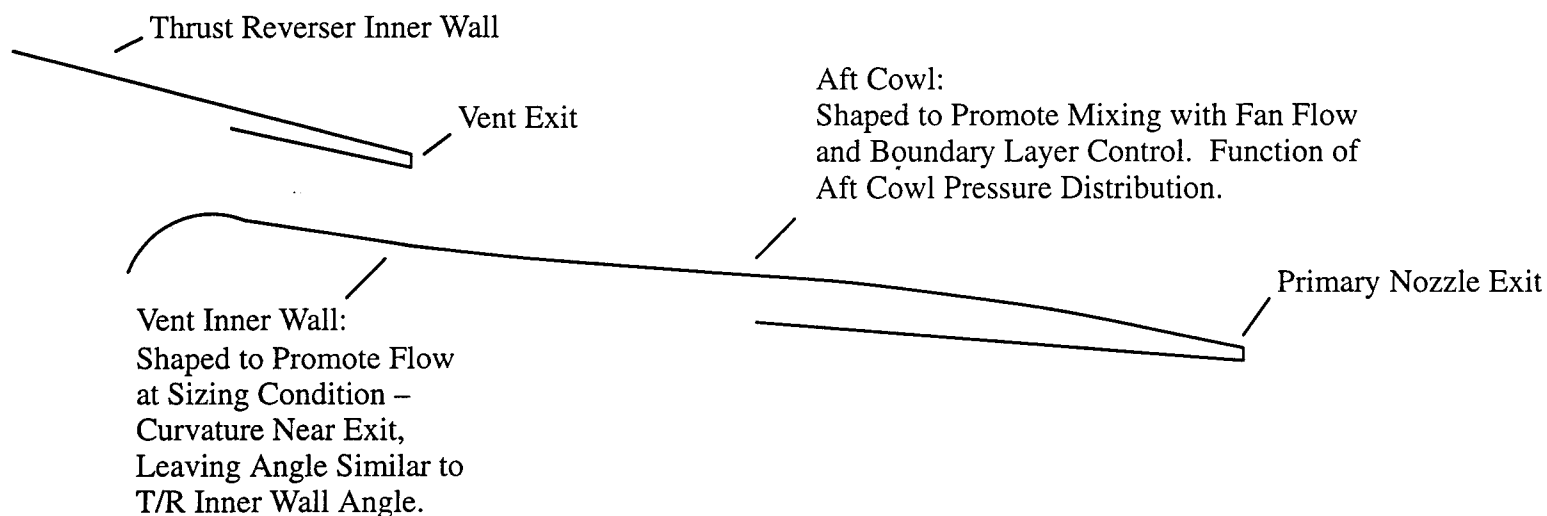
Effect of Vent Exit Location on
Exhaust Nozzle Flowfield / Performance
Comparison of Configuration A and B Geometries





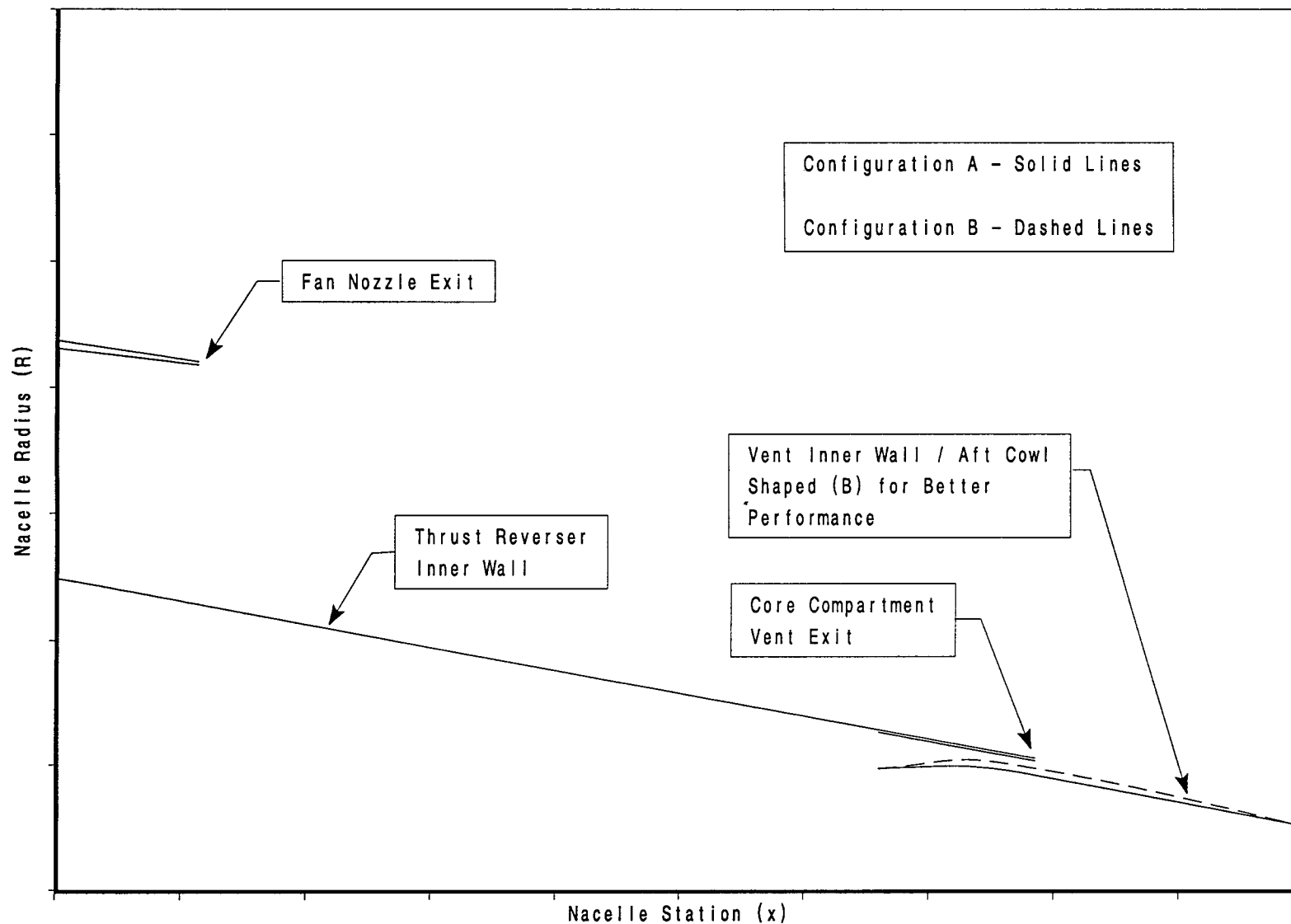
Core Compartment Vent Design Methodology
(Vent Sizing / Wall Shape Objectives)

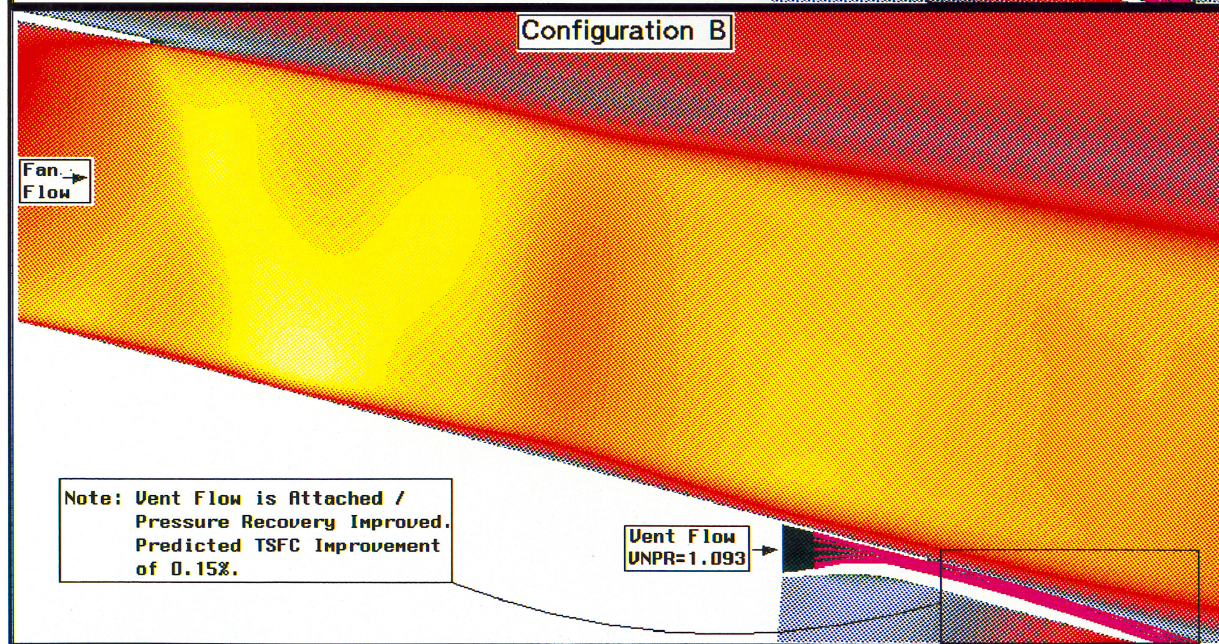
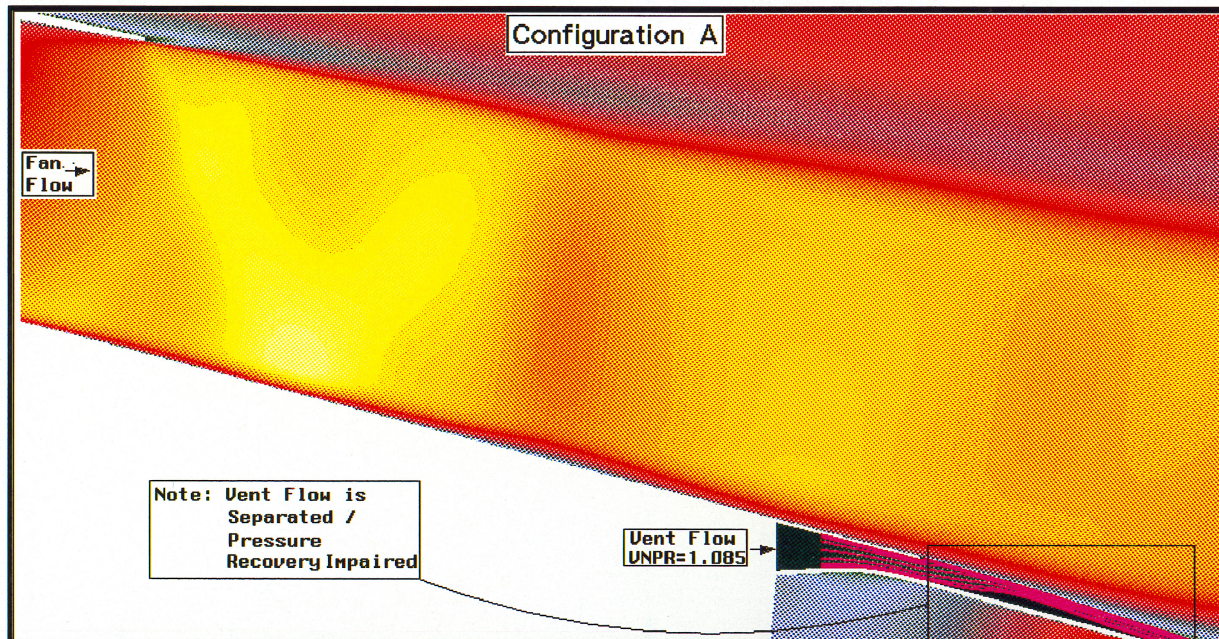
- Size Flow Area / Shape Vent Inner Wall and Aft Cowl Wall to Accommodate Flow at Sizing Condition and Maximize Pressure Recovery at Cruise.



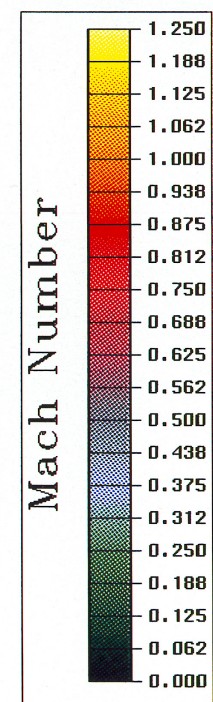
Turbofan Engine Core Compartment Vent Aerodynamic Configuration Development Methodology

Effect of Vent Inner Wall Modification on
Exhaust Nozzle Flowfield / Performance
Comparison of Configuration A and B Geometries





Effect of Vent Inner Wall Shape on Vent Flow Separation and Cruise Performance



**Core Compartment Vent Design Methodology
(Effectiveness)**

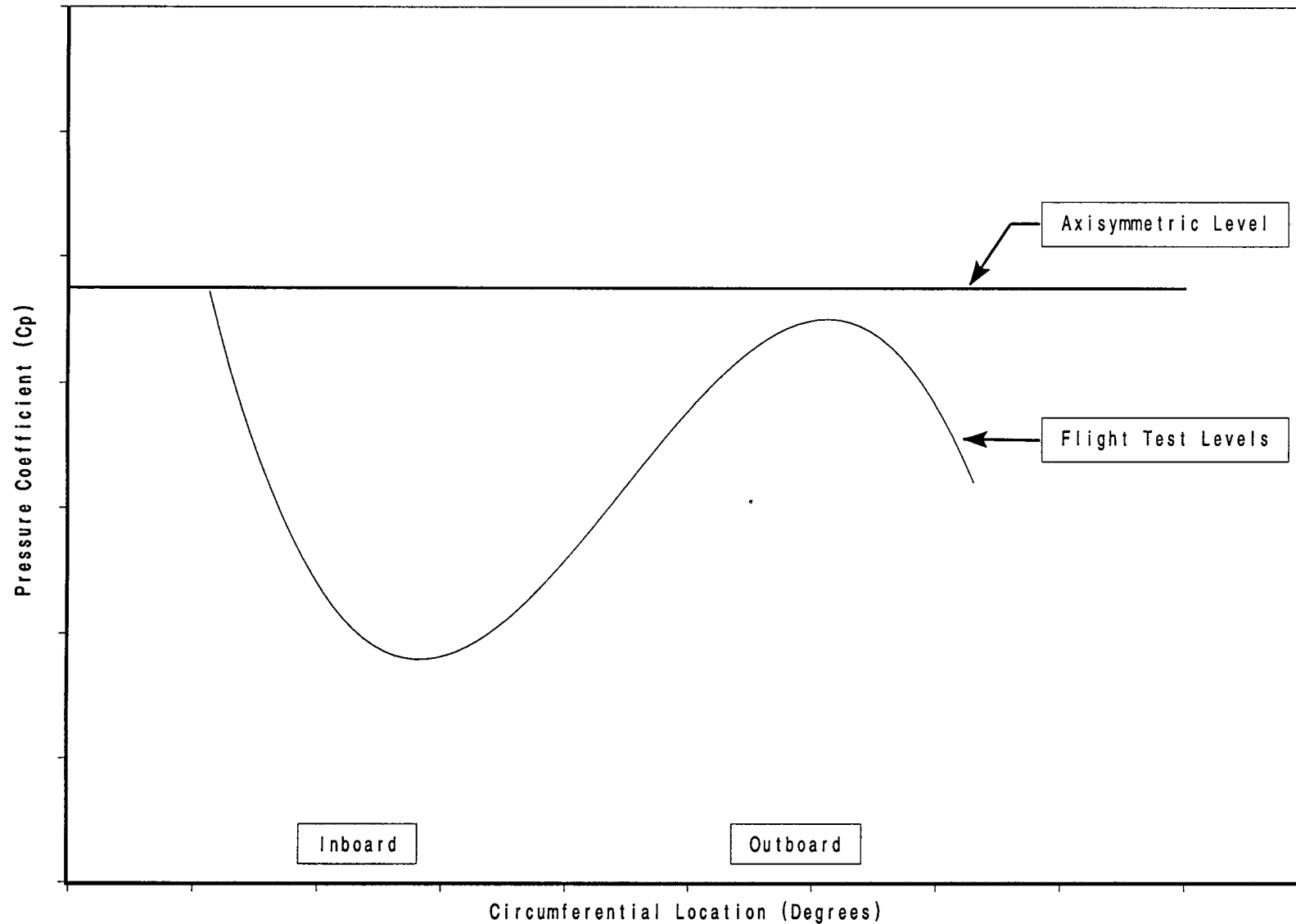
- Flight Test Data Confirm the Effectiveness of the Designs.
- Sizing Flow Requirements Achieved.
- Positive Vent Thrust at Cruise.

Core Compartment Vent Design Methodology
(Installation Effects)

- Vent Mass Flow is a Strong Function of Vent Exit Pressure Ratio (P_{tv} / P_{local}).
- Affected by Wing / Strut / Engine Installation.
- Vent Exit / Aft Cowl Pressure Magnitude and Circumferential Distribution.

Turbofan Engine Core Compartment Vent Aerodynamic Configuration Development Methodology

Example of Predicted and Flight Test
Vent Exit Static Pressure Levels

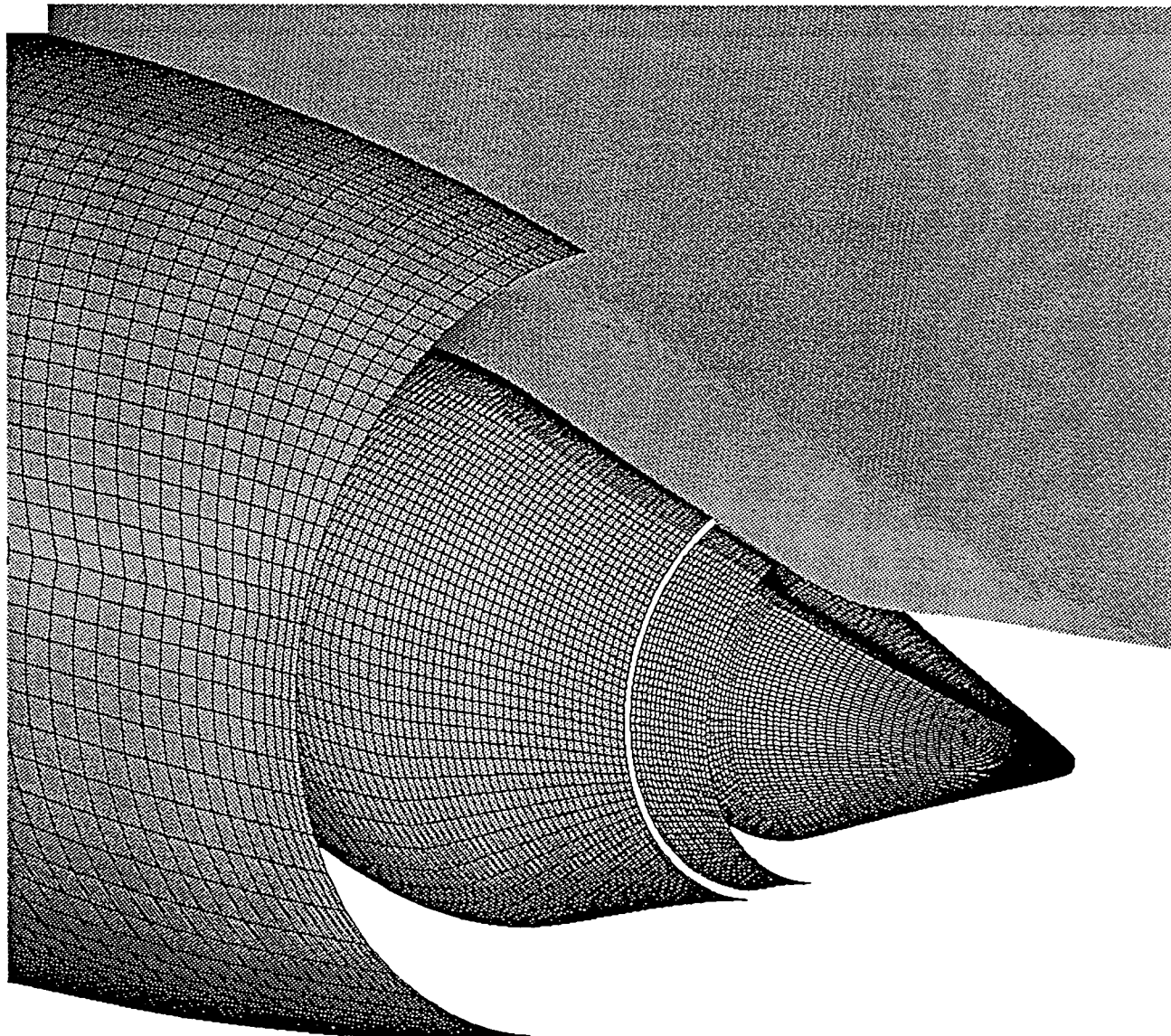


**Core Compartment Vent Design Methodology
(Improvements)**

- Three Dimensional Navier–Stokes Analysis of the Installed Nozzle could Aid the Design of Core Compartment Vent Configurations:
 - Account for Installation Effects – Reduced Vent Area, Increased Vent Pressure, Greater Vent Thrust Recovery.
- Now Possible due to Improvements in:
 - Grid Generator, Flow Solver, Computer Technology.
- Pursuing 3D Technology for Future Efforts.

Turbofan Engine Core Compartment Vent Aerodynamic Configuration Development Methodology

Core Compartment Vent Design Methodology (3D Grid Example)



Conclusions

- Core Compartment Vent Design Methodology Yields Configurations that:
 - Effectively Exhaust Engine Subsystem Flows.
 - Contribute Positive Thrust at Cruise.
- Three Dimensional Viscous CFD Technology could be useful in better Designing Core Compartment Vent Configurations.
 - Account for Installation Effects.
 - Pursuing for Future Efforts.

REPORT DOCUMENTATION PAGE			Form Approved OMB No. 0704-0188	
Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503				
1. AGENCY USE ONLY (Leave blank)	2. REPORT DATE October 1998	3. REPORT TYPE AND DATES COVERED Conference Publication		
4. TITLE AND SUBTITLE Seals/Secondary Flows Workshop 1997 Volume 1		5. FUNDING NUMBERS WU-910-30-11-00		
6. AUTHOR(S) Robert C. Hendricks, Editor				
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) National Aeronautics and Space Administration Lewis Research Center Cleveland, Ohio 44135-3191		8. PERFORMING ORGANIZATION REPORT NUMBER E-11301		
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) National Aeronautics and Space Administration Washington, DC 20546-0001		10. SPONSORING/MONITORING AGENCY REPORT NUMBER NASA CP-1998-208527		
11. SUPPLEMENTARY NOTES Responsible person, Robert C. Hendricks, organization code 5000, (216) 977-7507.				
12a. DISTRIBUTION/AVAILABILITY STATEMENT Restricted Distribution Notice Available Only with Approval of Issuing Office: R&T Directorate, Lewis Research Center, Cleveland, OH 44135 Subject Categories: 07, 20, and 34 Distribution: Local		12b. DISTRIBUTION CODE		
13. ABSTRACT (Maximum 200 words) This workshop has six categories. (1) In the opening sessions we are attempting to provide an overview of the engine technology, applications, and perceived needs from the programmatic point of view. (2) In the second session more details of seals and secondary flows are presented. (3) In the third session some of the tools and techniques are examined. (4) In the fourth session engine externals, the region between the case and the nacelle are examined in more detail. (5) Some sealing needs as applied to High Speed Research (HSR) are presented in a limited exclusive rights session. (6) A short course on engine design development margins by Charles Bentz rounds out the workshop. Through these sessions the efforts at NASA LeRC, contractors and universities are applied to seals/secondary flow problems in a continued effort to expand the U.S. aerospace technology and marketshare. A second volume containing related HSR discussions is available to selected U.S. citizens.				
14. SUBJECT TERMS Seals; Rotordynamics; Components cooling; Secondary air flows; Aeroderivative; Overview; Modeling; Codes; Monitoring		15. NUMBER OF PAGES 509		
		16. PRICE CODE A22		
17. SECURITY CLASSIFICATION OF REPORT Unclassified	18. SECURITY CLASSIFICATION OF THIS PAGE Unclassified	19. SECURITY CLASSIFICATION OF ABSTRACT Unclassified	20. LIMITATION OF ABSTRACT	